



MEMORANDUM

To: Members of the Transportation Commission
From: Andreas Piller, Assistant Planner, Transportation Department
Kevin McDonald, Senior Planner, Transportation Department
Date: September 18, 2014
Subject: Transportation Project Lists Consolidation

INTRODUCTION

Bellevue's [Comprehensive Plan](#) is undergoing a major update in 2014/2015. As part of this update, the Transportation Department is recommending to repeal the Transportation Facility Plans from Volume 2 of the Comprehensive Plan because many of the policies and projects contained in them are outdated, redundant, or conflicting. This undertaking is comprised of two parts. The first part has previously been discussed with the Transportation Commission, which involves consolidating transportation projects into a single list.

The second part involves review of each policy in the Transportation Facility Plans to determine whether the policy should be retained and moved to the Transportation Element or repealed. On September 25, 2014, staff will review its recommendations with the Transportation Commission and seek input on the recommended policy dispositions.

RECOMMENDATIONS

The six Transportation Facility Plans cumulatively contain 73 policies. Staff has reviewed each policy and considered (1) whether any similar policies exist elsewhere in the Comprehensive Plan (e.g. the Transportation Element or a subarea plan), (2) whether the intent of the Transportation Facility Plan policy is addressed by other plans adopted by the City (e.g. Transit Master Plan, Pedestrian and Bicycle Transportation Plan) or by other agencies with more direct control over implementation of the policy (e.g. King County Metro Strategic Plan), (3) whether the policy has been either implemented or superseded by more recent actions or policies or (4) whether the policy has current value and should be retained.

Using this template, staff recommends policies be either: (1) repealed or (2) transferred to the Transportation Element, either as-is or with amended language. Upon review of each of the 73 policies, staff found only two that passed the elimination screening test and are recommended to be retained and transferred to the Transportation Element. The other 71 Transportation Facility Plan policies are recommended to be repealed.

Refer to Attachment A for a summary of all 73 policies, their recommended dispositions, and the rationale for those recommendations.

ATTACHMENT A: Summary of Recommendations for Transportation Facility Plan Policies

Transportation Facility Plan Policies		Repeal <i>or</i> Go to TR Element	Rationale for repeal or retain	Staff Recommendation: Retained and/or amended policy language
Bel-Red/Overlake				
Policy 1	Provide over the long term an area wide multi-modal transportation system accommodating all forms of travel. This includes but is not limited to automobiles, HOV lanes, transit and transit shuttles, pedestrians and bicycles. Cross reference Policies S-BR-24 and S-BT-32.	Repeal	Refer to Transportation Element: TR-94 and TR-114, among others, and Transportation & Land Use Goal 1 and Mobility Management Goal 1. Also refer to the Bel-Red Subarea Plan: S-BR-51, S-BR-55.	
Policy 2	Provide adequate and timely funding to ensure the implementation of transportation facilities identified in this Plan. In addition, funding should be consistent with the level and timing of development. This policy recognizes the critical linkages among development, facilities, and funding. Cross-reference Policy TR-107.	Repeal	Refer to Transportation Element: TR-103, TR-105, TR-106, and TR-107, among others.	
Policy 3	Implement the projects included in this Plan in addition to the 18 baseline projects currently funded in the Bellevue and Redmond Capital Investment Programs. (These projects were carefully screened to minimize adverse impacts to residential neighborhoods. Projects considered to have many adverse neighborhood impacts were deleted).	Repeal	Refer to the Comprehensive Transportation Project List	

Policy 4	Design projects to maintain reasonable circulation within residential neighborhoods while discouraging cut-through traffic in those neighborhoods. This policy reinforces transportation conditions as a major determinant of neighborhood quality of life. Cross-reference Policies TR-48, TR-113, TR-116, and S-CR-31 and S-NE-5.	Repeal	Refer to Transportation Element: TR-48, TR-113, TR-116 Also refer to Bel-Red Subarea Plan: S-BR-75	
Policy 5	Decide the location of a new interchange on SR-520 after the Bel-Red Improved Access Study is completed.	Repeal	Refer to Bel-Red Subarea Plan: S-BR-58. The interchange will be at 124th Avenue NE.	
Policy 6	Implement most of this Plan’s projects as groups to achieve level of service concurrency. Complete projects by 2010 for Bellevue and 2012 for Redmond, to allow non-residential capacity in the Redmond Overlake area, not to exceed 15.4 million square feet.	Repeal	Specified years have passed. Refer to Bel-Red Subarea Plan – Interjurisdictional Coordination	
Policy 7	Make every effort to secure stable and adequate funding. However, if existing sources prove inadequate, give further consideration using the following funding guidelines: 1. Users of facilities should pay costs; 2. New growth should pay for additional facilities associated with that growth.	Repeal	Refer to Transportation Element: TR-103, TR-105	
Policy 8	Actively work with WSDOT and other jurisdictions to examine expansion of SR-520, I-405, and SR-520 Access. The cities should work together and with other interests to promote construction of capacity improvements on SR-520 and I-405 as soon as possible.	Repeal	Refer to Transportation Element: TR-90, TR-92	

Policy 9	<p>Improve the transit system serving the Bel-Red/Overlake area. The cities of Redmond and Bellevue shall:</p> <ol style="list-style-type: none"> 1. Continue to work with King County Metro and Sound Transit to enhance and modify transit services; 2. Evaluate each proposed roadway improvement for, and take advantage of, opportunities to increase the speed and reliability of transit; 3. Provide transit signal priority and/or HOV queue bypass on all of the priority [level one] transit corridors for priority movements, and to and from transit hubs; 4. Provide pedestrian access within one-quarter mile of transit priority corridors; and 5. Consider prioritizing roadway projects which increase the speed and reliability of transit on transit priority corridors. 	Repeal	<p>Refer to Transportation Element: TR-50, TR-51, TR-54, TR-55</p> <p>Refer to Transit Master Plan: TMP Strategies 1, 3, 6, and 10</p> <p>Also refer to Bel-Red Subarea Plan: S-BR-67</p>	
Policy 10	<p>Improve the pedestrian and bicycle systems serving the Bel-Red/Overlake area by funding and implementing projects identified in each city’s pedestrian and bicycle transportation plans. Cross-reference Policy TR-77, TR-78.</p>	Repeal	<p>Refer to Bel-Red Subarea Plan and Pedestrian and Bicycle Transportation Plan</p>	
Policy 11	<p>Develop an interlocal agreement between Bellevue and Redmond implementing the policies and facilities in this Plan. The agreement shall include funding, and the relationship between the two cities for constructing facilities, and mechanisms by which the cities will comment on and monitor development activity. Cross-reference Policies TR-9, S-BR-24, and S-BT-32.</p>	Repeal	<p>Refer to Bel-Red Subarea Plan: S-BR-4, S-BR-76</p> <p>Also refer to Transportation Element: TR-2, TR-9</p>	
Policy 12	<p>Continue cooperative planning to address transportation problems and to capitalize on economic development opportunities for Bellevue and Redmond. The two cities should work together to implement jointly agreed upon plans and strategies. Cross-reference Policies TR-9 and TR-36.</p>	Repeal	<p>Refer to Bel-Red Subarea Plan: S-BR-2, S-BR-76</p> <p>Also refer to Transportation Element: TR-2, TR-9</p>	

Bridle Trails, Bel-Red and Crossroads

Policy 1	Implement the transportation facility improvements listed in Table 1 and shown in Map A.	Repeal	Refer to Comprehensive Transportation Project List	
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East Bellevue

Policy 1	Improve safety for the on and off-street transportation system that emphasizes multi-modal connections to schools, parks, employment, shopping and to other parts of Bellevue.	Repeal	Refer to Transportation Element: TR-8, TR-79, TR-80	
Policy 2	Continue to implement a program whereby the city installs and maintains curbs, gutters and sidewalks to complete the pedestrian/bicycle system. Priority is given to developing projects in accordance with the Pedestrian and Bicycle Transportation Plan.	Repeal	Refer to Transportation Element: TR-83 Also refer to Pedestrian and Bicycle Transportation Plan	
Policy 3	Improve the safety and attractiveness of sidewalks by providing a verge of landscape strip (four feet minimum width) where practical along all arterials between the curb and sidewalk.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan: PB-11, TR-43, UD-40, UD-75 Also refer to Land Use Code, Transportation Development Code	
Policy 4	Locate intermodal transfer stations within major activity areas, emphasizing efficient transfers and minimizing impact on residential neighborhoods.	Repeal	Refer to Transportation Element: TR-52 Also refer to Transit Master Plan: TMP Strategy 9	

Policy 5	Use the existing freeway corridors for high capacity transit and minimize the use of arterial streets.	Repeal	Refer to Transportation Element: TR-62, TR-94, TR-114 Also refer to Transit Master Plan: TMP Strategy 10	
Policy 6	Develop and implement effective transit feeder systems within the East Bellevue area.	Repeal	Refer to Transit Master Plan: TMP Strategies 1, 2, and the Service Visions identified for each scenario.	
Policy 7	Increase transit service for the East Bellevue area focusing on travel needs within the eastside.	Repeal	Refer to Transit Master Plan: TMP Strategies 1, 2, and the Service Visions identified for each scenario.	
Policy 8	Encourage Metro to coordinate design and installation of transit shelters and bus stops with city staff responsible for street design, construction and traffic operations.	Repeal	Refer to Transit Master Plan: TMP Strategy 8 and the Capital Vision Also refer to Downtown Transportation Plan (Downtown Subarea Plan)	
Policy 9	Use more frequent and smaller transit vehicles to fully serve residential areas.	Repeal	Refer to Transit Master Plan: TMP Strategies 1, 2, 4, 5, 9, and the Service Visions for each scenario.	

Policy 10	Implement the transit facilities improvements identified in the Eastside Transportation Program and the Bellevue Transit Plan.	Repeal	Refer to Transit Master Plan: TMP Strategies 3, 6, 8, 10, and the Capital Vision.	
Policy 11	Encourage Metro to utilize available alternative parking as an addition to existing park and ride lots where practical.	Repeal	Refer to Transit Master Plan: TMP Strategy 8 and the Capital Vision, Transit Stop section.	
Policy 12	Encourage Metro to collaborate with local governments in funding additional security and protection for both citizens and vehicles at park and ride locations and on the buses.	Repeal	Refer to King County Metro Strategic Plan Objective 1.1 Also refer to Transit Master Plan: TMP Strategies 8 and 9	
Policy 13	Incorporate provisions for transit and non-motorized transportation when designing arterial capacity improvements.	Repeal	Refer to Transportation Element: TR-8, TR-24 Also refer to Transit Master Plan: TMP Strategies 3 and 9	
Policy 14	Construct sidewalks on both sides of all streets unless terrain or lack of right-of-way is prohibitive. Consider the installation of recommended sidewalk projects on at least one side of an arterial as higher priority than on both sides, if funding limitations have the potential of restricting development of sidewalks on any side.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan: PB-16	
Policy 15	Actively work with Bellevue Community College students, faculty and administrators to develop programs which reduce the use of single-occupant vehicles, while encouraging the use of alternative travel modes.	Repeal	Refer to Transportation Element: TR-9, TR-10, TR-52	

Policy 16	Consider recommendations from the most recently completed transportation studies and the West Lake Hills Neighborhood Investment Strategy for guidance on the implementation of projects in the East Bellevue area.	Repeal	Refer to the Comprehensive Transportation Project List	
Eastside Transportation Program (ETP)				
Policy ETP-1	Integrate the ETP transportation improvement recommendations into the plans and programs of the participating jurisdictions and agencies. Specific activities should include development of a timetable for implementation, identification of funding sources for projects by jurisdiction, and a report containing descriptions of project completion dates and funding status.	Go to TR Element	Amend and Move to Transportation Element – Regional Coordination section	Utilize the Eastside Transportation Program participating jurisdictions and agencies as a forum for the planning and programming of transportation system improvements that involve multiple jurisdictions. Specific activities may include developing a timetable for implementation, identifying funding sources for projects by jurisdiction, and reporting on project completion dates and funding status.
Policy ETP-2	Integrate regionally significant ETP recommendations into the Regional Transportation Plan prepared by the PSCOG, and the State Transportation Plan developed by WSDOT.	Repeal	Refer to Transportation Element: TR-2, TR-29	

Policy ETP-3	<p>Continue coordination among ETP participants through a formal organization that integrates technical staff work with decisions of elected officials. The ETP organization would be responsible for implementing and updating the program and coordinating regional responses to specific project/program proposals. Specific responsibilities should include the following tasks:</p> <ul style="list-style-type: none"> a. Coordinate ongoing transportation planning for the Eastside; b. Prepare refinements and modifications to the ETP program; c. Coordinate review of major land developments on the Eastside that would affect the regional transportation system; d. Develop and monitor the regional Transportation Demand Management program; e. Develop a coordinated regional land use plan for the Eastside; f. Develop and implement a regional public education program regarding transportation issues and options; g. Mediate differences between Eastside jurisdictions regarding transportation improvements; and h. Provide a forum for discussion of issues of regional importance on the Eastside. 	Repeal	Refer to ETP-1 as amended and reassigned to the Transportation Element for adequate policy guidance	
Policy ETP-4	Develop a detailed financing and implementation plan for the ETP recommendations to include: (1) identification of tasks necessary to implement the ETP plan, especially policies and high priority projects; (2) assignment of responsibilities to various participants; (3) a schedule for carrying out the plan; and (4) specific financing packages to implement recommended improvements.	Repeal	Refer to ETP-1 as amended and reassigned to the Transportation Element for adequate policy guidance	
Policy ETP-5	Monitor and amend the ETP recommendations as new information becomes available, including the results of special studies recommended as part of the program, and additional analysis of feasibility and design of individual project recommendations.	Repeal	Refer to the Comprehensive Transportation Project List	
Policy ETP-6	Ensure that maintenance of existing transportation system be given priority consideration.	Go to TR Element	Move to Transportation Element – Roadway Network section	Ensure that maintenance of existing transportation system be given priority consideration.

Policy ETP-7	Endorse the ETP project recommendations as adopted by the ETP Steering Committee dated August 23, 1991, with the understanding that each participating jurisdiction or agency may choose to modify any transportation improvement projects so long as the overall intent of the ETP plan is maintained.	Repeal	Refer to the Comprehensive Transportation Project List	
Newcastle				
Policy 1	Construct and improve roads in the Newcastle Subarea so that traffic conditions will not fall below LOS “D” as defined and administered by the City’s ordinances and codes.	Repeal	Refer to Traffic Standards Code	
Policy 2	Protect Local Streets so that they are not needed nor used to carry through traffic that disrupts neighborhoods. (Local Streets are defined in 21.M.210. F.)	Repeal	Refer to Transportation Element: TR-36, TR-46, TR-48, TR-113, TR-115	
Policy 3	Work cooperatively with King County and with prospective developers so that needed facilities are built in a timely manner, and that their costs are shared equitably by those who benefit from the facilities.	Repeal	All areas annexed. Infrastructure development and financing per Bellevue Development Standards and Bellevue City Code	
Policy 4	Require that new arterials be designed and located to be compatible with existing roads and land uses of adjacent areas while providing adequate and safe levels of service for all appropriate modes of transportation.	Repeal	Refer to Transportation Element: TR-44, TR-46, TR-120	
Policy 5	Design the transportation system to encourage the use of Newcastle Road as a major access arterial to Coal Creek Parkway.	Repeal	Policy refers to Newcastle Golf Club Road. This road system is complete.	
Policy 6	Implement the transportation facility improvements listed in Table 1 and shown in Map A.	Repeal	Refer to the Comprehensive Transportation Project List	

Policy 7	Discourage development of a road system that connects the North Village with the East Village on Cougar Mountain to protect local residential streets in Bellevue.	Repeal	Policy refers to a road system that is complete.	
Pedestrian and Bicycle Transportation				
Policy PB-1	Consider pedestrians and bicyclists as users in the planning, design, construction and maintenance of all roadway projects. Confirm project design prior to implementation by coordinating the planning, development and funding of non-motorized systems with affected citizens, community councils, neighborhood associations, business groups, and other stakeholders.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-2	<p>Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update. Specifically:</p> <ol style="list-style-type: none"> 1. Within 10 years, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system. 2. Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue. 3. Within 10 years, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels. 4. Within 10 years, construct 25 more miles of sidewalks along arterial streets including collector arterials above 2007 levels. 5. Within 10 years, increase trips by bicycle and foot by 10 percent over 2009 levels. 	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-3	Consider and evaluate Pedestrian and Bicycle Network Maps, Project Maps and Project Lists in the planning, design, construction and maintenance of all roadway projects to ensure that Plan recommendations are weighed whenever there are competing demands for City right-of-way.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	

Policy PB-4	Secure public non-motorized easements or land dedications through the development review process, donation, tax deduction or exemption programs, or legal acquisition when the need is identified or supported by the Plan and involves close coordination with affected property owners. Consider each facility on a case-by- case basis, factoring in system connectivity, whether the facility is needed to fill a gap or complete a link within the overall system, and neighborhood notice and input prior to the design process. Also cross-reference with TR-84	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-5	Acquire rights to private and utility trail systems and easements for public access, where feasible, provided that they are identified on the network and project maps, and provided that there has been close coordination with affected property owners prior to any acquisition. Consider each facility on a case-by-case basis, factoring in system connectivity, whether the facility is needed to fill a gap or complete a link within the overall system, and neighborhood notice and input prior to the design process	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-6	Protect and ensure access to all public trail easements.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-7	When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-8	Install way-finding and route signs and provide maps and internet-based information to guide users through the pedestrian and bicycle systems.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-9	Coordinate with the public and private schools in Bellevue to continue developing and implementing recommended walking and bicycle routes that provide access to school bus stops, and pedestrian and bicycle connections to and through school properties.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	

Policy PB-10	<p>Incorporate context-sensitive design for pedestrian and bicycle facilities. Project design decisions should reflect the following factors:</p> <ul style="list-style-type: none"> • Relationship to or role in overall system mobility and connectivity • Intent and objectives of project • Type of bicycle or pedestrian facility, • Travel speed of roadway • Topography and other environmental factors • Cost • Neighborhood character and context and applicable subarea plan policies • Equestrian use 	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-11	In subsequent updates of the Development Manual, incorporate guidelines to separate sidewalks and walkways from the roadway by a landscaping strip or drainage swale, where practical.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-12	Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings where justified by a traffic engineering study.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-13	Adopt design standards to ensure that the bicycle system plan projects are coordinated and consistent in design, as appropriate based on neighborhood context and applicable subarea plan policies.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-14	Consider and mitigate, where possible, the impacts of neighborhood traffic calming devices on existing and proposed pedestrian and bicycle facilities.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-15	Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right-of-way.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	

Policy PB-16	Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-17	Consider interim sidewalks, paved walkways or trails as a means to provide pedestrian facilities when the funding for the ultimate project is not programmed or the location of the permanent sidewalks cannot be determined.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-18	Internal pedestrian circulation systems shall be provided within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers, and shall conveniently connect to frontage pedestrian systems and transit facilities.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-19	Work with private developers to ensure that future planned bicycle lanes and routes are not precluded by building placement and site design, and that buildings are set back adequately to allow for development of bicycle facilities designated in the Transportation Facilities Plan (TFP).	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-20	The on-street and off-street transportation system should be designed and monitored to improve security and safety. Lighting, vegetation placement/removal, and police patrols are suggested methods to accomplish this.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-21	Inform abutting property owners of their maintenance responsibilities for sidewalks, including pruning overhead and encroaching vegetation, sweeping debris, removing snow and eliminating temporary barriers such as parked vehicles, trash containers and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-22	Establish a training and education program to increase the awareness of city staff about pedestrian and bicycle needs.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	

Policy PB-23	Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-24	Develop and implement an information program for bicyclists and pedestrians in Bellevue, and include bicycle and trail maps and other information reflecting the current system.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-25	Cooperate with the public and private schools, businesses, bicycle clubs and other interest groups to provide education programs on the benefits of pedestrian and bicycle facilities, and strategies to promote safe walking and riding and transportation and recreation opportunities walking and bicycling.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-26	Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-27	Coordinate roadway and non-motorized projects to maximize construction efficiencies.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-28	Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-29	Develop procedures to collect data in order to measure pedestrian and bicycle usage on an on-going basis.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	
Policy PB-30	Establish an inter-departmental Pedestrian and Bicycle Coordination Team that will work together to implement the City's Pedestrian and Bicycle Transportation Plan.	Repeal	Refer to Pedestrian and Bicycle Transportation Plan	